



Report to the Parish Council regarding Proposed additions to Double Yellow Lines

BACKGROUND NOTES

In recent years several instances of illegal and inconsiderate parking have been brought to the attention of Parish, District and County Councillors. In order to address these issues it was proposed to install double yellow lines at six locations in the village.

Double yellow lines can only be effective if enforced. The chair of TAG requested that the District Councillor convene a meeting between the Parish Council, herself, and Mendip Parking Services (MPS) to agree a plan for this enforcement.

At a public meeting in the summer of 2020 with local Police it was suggested that the Parish Council submit a request for a Traffic Regulation Order to make parking on any pavement in the village an offence. This would have to be enforced by MPS and the Police.

During the March meeting of the Parish Council (Minute 8478 refers) it became clear that the proposals for double yellow lines was problematic to some. It was agreed that alternative solutions for each site should be sought before committing to this action.

As a result, TAG was commissioned by the PC at that meeting to develop recommendations for the Parish Council to consider. Although TAG is an informal sub- steering group of the Parish Council whose original remit was to deal solely with issues of speeding vehicles and HGVs, it was agreed that the group would seek the views of its members. It would then report back to the PC at the next available meeting.

BASIS OF THE TAG REPORT

In early April TAG Chair Rex Eastment conducted an email survey of 15 members. Having compiled their responses, his conclusion was: *"The general consensus reflects that an increase in double yellow lines is not required unless they can be enforced in specific areas where they could increase safety."*

It was agreed that alternative suggestions were necessary to mitigate the generally negative response to the use of double yellow lines. In order to discuss these alternatives, all 15 members of TAG were invited to a virtual meeting on 23 April. Six members responded and these are the conclusions of that meeting.

RECOMMENDATIONS

- The installation of double yellow lines in our historic village involves two major problems:
 - 1 they can easily detract from the local character, and
 - 2 to be effective, rigorous enforcement of the parking restrictions is required.
- In order to assess the benefit of double yellow lines, four 'tests' should be applied in each individual case. Double yellow lines should be approved only when:
 - assurances are received about adequate enforcement, and
 - there are clear reasons, which are mainly only likely to relate to safety considerations, and
 - the need can be evidenced unless the nature and extent of the problem are self-evident, and
 - no other solution is practicable.
- these tests were applied to each of the six sites considered in this report.
- We recommend that these tests are used as a robust measurement for future decisions on traffic management systems such as yellow and white lines.

RECOMMENDATIONS FOR EACH SITE:

1 Bath Road

Unanimously agreed: extend the existing double yellow lines by 6 metres to prevent traffic accidents on the bend of the road.

2 Upper Farm Close

Unanimously against double yellow lines as enforcement is very unlikely and safety is not an issue.

Note: details of a recent resident's survey may contradict this.

3 Bell Hill

Majority in favour of pavement bollards as this would meet the requirement of safer access for pedestrians, the most important factor. However, there are four significant consequences of this choice of action:

- 1 This would have to be funded by the Parish Council, as it would not be included in any forthcoming Highways projects (unlike DYL).
- 2 It would not prevent parking on the kerbside, restricting the carriageway width.
- 3 Presence of bollards on the pavement may move the problem further down Bell Hill.

4 High Street

Unanimously not in favour of double yellow lines but instead consider bollards, or possibly drop bollards.

5 Town End

Double yellow lines to replace the existing advisory white lines would only cause problems for residents. We may have to accept that the Co-op delivery truck may not be able to turn around and will have to exit the village via the High Street.

A planter or shrub border over the BT underground cabinet access manhole would prevent parking here.

6 Fortescue Street

Majority did not support double yellow lines. Suggest instead planters, trees or bollards to prevent parking on the pavement outside the shop.

Fortescue Management Group should communicate directly with residents whose vehicles prevent others from exiting the Co-op car park. We also suggest polite 'no parking' signs on the wall in front of the house opposite the shop.

NB It should be noted that any of the above alternatives to the proposed double yellow lines will have to be funded by the Parish Council.

Traffic Action Group

11 June 2021